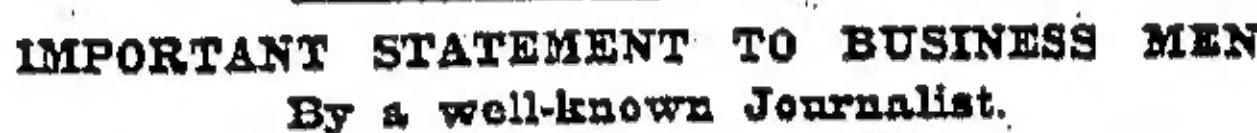


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1. *Journal of the American Medical Association*, 2000; 283: 2686-2692.

AT ALL TIMES IS

11 September, 1964, 1965



to sit writing, and my fingers would not guide my pen into words. Frequently I could not even articulate the words I had in mind.

"I rested, I consulted physicians, I underwent treatments, but my nerve energy had gone; soon I could not even walk. In seeking a remedy I spent much time and money. Then certain facts that had come to my notice regarding Dr. Williams' Pink Pills caused me to turn to this well-known remedy."

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The question naturally occurs whether, thus distributed in their own countries, the returned scholars are likely to have a fair field for exercising the influence which Rhodes wished them to have. An affirmative answer to this question will probably be given by any one who understands Colonial and American conditions. Rhodes was probably thinking of his men being fitted by his scholarships for a public or definitely political career. In all the Colonies and in the United States the law is one of the readiest paths to both. And any one with only English training will find some advantage to work in the Colonies, where the influence is such that the same is not so obvious in the States. But it will not seem strange to those who remember that the late president of Princeton University will in a few days be President of the United States, or who knows the influence on public life an

The statistics given illustrate the wide scope of the Rhodes bequest. Altogether 180 scholars were in residence during the academic year, while six had temporary leaves of absence. Among these 188 scholars were representatives of all the Provinces or States of the Dominions, several smaller colonies, of every State in the American Union, and of different sections of the German Empire. They are distributed pretty equally among the colleges. Whatever else the Rhodes Scholarships may accomplish, they must evidently lead to a lively interchange of thought and experience in the University. If home students do not draw counterbalancing influence from this intercourse as well as the scholars, it is probable that their own fault.

Mr. Justice Banks, presiding at a lecture delivered before an audience composed of members of the Solicitors' Managing Clerks' Association, said that he believed we possessed in this country a magnificent system of law, and that our law was as good as that of any other country, but he was convinced that from the point of the interests of the public the hearing of causes took too long. Where his Lordship thought they failed in the King's Bench Division was in the method and system in regard to the arrangement of business which caused an immense amount of annoyance, expense, and worry. It was in the interests of the general public that the arrangements should be better, the delay less, and the cost not so large.

Four soldiers of the King's Own Regiment attempted to climb the Shakespeare Cliff at Dover recently. One succeeded, another soon gave up, the third stuck half-way; and the fourth about three-quarters up. Neither of the two men could move, and the Coscaiguard had to be summoned. They succeeded in rescuing the man nearest the cliff-top, but the other would not trust himself to the rope. A petty officer volunteered to rescue him, and was lowered by his comrades. He got the rope round the man and both were hauled to the top.

A much-needed reform in the London County Council tramway services was introduced last week. Every car on the system now bears a number plate to indicate its route. The idea is familiar to all who use the motor-omnibuses. In a short time a new type of glass plate will be substituted showing a white number by day and an illuminated one by night.

That little cold and sore throat of yours must be checked at once or it may develop into something worse. Take a few doses of Chamberlain's Cough Remedy and your troubles will soon vanish. For sale by all Chemists and Druggists.

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ASSURANCE CO.

Revenue Marine Department	430,183
Other Receipts	430,183

SOCIETY OF THE UNITED STATES

1910	10,878.16
Total paid Policyholders 1910	53,439.38
Total Expenses for 1910	10,382.09

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DESTINATION.	YEMELA.	AGENTS.	DATE OF LEAVING.
Australia Ports, etc.	St Albans	Gibb Listering & Co.	Apr. 1, at 11 a.m.
B'bay, v. B'pore, Cbe.	Kamakuru Maru	Colon Trade Agents	Apr. 31.
Boston & New York	Yokohama	Shewas, Tomen & Co.	About Apr. 2
Buenos Ayres	Yokohama	Malchers & Co.	Apr. 1, at 10 a.m.
Bombay & Haiphong	Sungking	Butterfield & Swire	Mar. 30, at 10 a.m.
Batavia & Hamburg	Silesia	Hamburg Am'ka Linie	About Mar. 26.
Marseilles & Hamburg	Spezia	Hamburg Am'ka Linie	About Apr. 12.
Kobe & Yokohama	Tosa Maru	Nippon Yusen Kaisha	Apr. 1, at 11 a.m.
Kobe & Yokohama	Fuhalda	Nippon Yusen Kaisha	Apr. 1, at 10 a.m.
Kobe & Moji	Baru Maru	Dogwell & Co. Limited	Mar. 29, at noon.
Kobe & Moji	Baru Maru	P. & O. S. N. Co.	About Mar. 26
London & Antwerp	Don of Crombie	Jardine, M'Nee & Co., Ltd.	Mar. 23, at Noon
Marseilles, v. Saigon.	Atlantique	Messageries Maritimes	About Mar. 31
Mar. L'don, & A'wery	Ritano Maru	Nippon Yusen Kaisha	Apr. 3, 1 p.m.
Manila, Cebu & Iloilo	Zaido	Shewas, Tomen & Co.	Apr. 3, Daylight
Manila	Loongang	Jardine, M'Nee & Co., Ltd.	Apr. 1, at 4 p.m.
Manila, Hollo & Cebu	Tean	P. & O. S. N. Co.	Apr. 1, at 4 p.m.
Manila, Melbourne, & A'wery	Golems	Malchers & Co.	Apr. 19, 9 a.m.
Manila & Indian Ports	Kawak Maru	Nippon Yusen Kaisha	Apr. 9, at Noon
Moji & Kobe	Hokuto Maru	Dogwell & Co. Limited	About Apr. 14.
Nimpo	Ohishi	Butterfield & Swire	Mar. 31, at 4 p.m.
New York, v. Sues Canal	Welsh Prince	Arnhold, Karberg & Co.	Apr. 14.
N'aid, Kobe & Yama	Nikko Maru	Nippon Yusen Kaisha	Apr. 9, at noon
Osaka & Japan Ports	Minnesota	Nippon Yusen Kaisha	Apr. 10, at Noon
Sailra Cruise, v. Japan	Soyo Maru	Nippon Yusen Kaisha	Apr. 3, at Noon.
Sailra Cruise, v. Japan	Yokohama Maru	Nippon Yusen Kaisha	Apr. 1, at noon.
San Francisco, v. Japan	Kawak Maru	Pacific Mail S.S. Co.	Mar. 31, at 1 p.m.
Shanghai	Ohoyang	Jardine, M'Nee & Co., Ltd.	Mar. 30, Daylight
Shanghai	Lisan	Butterfield & Swire	Mar. 23, Daylight
Shanghai	Koerber	Sander, Wisler & Co.	Mar. 23, 7 p.m.
Shanghai	Deravaha	P. & O. S. N. Co.	About Apr. 10.
Shal, Moji, Kobe, Yama	Nile	D. Sassoon & Co., Ltd.	About Apr. 1.
Shpore, Amoy & Hong Kong	Gregory Apsar	D. Sassoon & Co., Ltd.	Apr. 11, at 1 p.m.
Shanghai, v. Hong Kong	Admiral Apsar	Jardine, M'Nee & Co., Ltd.	Mar. 30, daylight.
Shal, Moji & Kobe	Laisang	Malchers & Co.	About Apr. 3.
Shal, Tau & Yama	Lutchow	Messageries Maritimes	Apr. 7, at 6 p.m.
Shal, Kobe & Yama	Amazone	Oesaka Shosen Kaisha	Mar. 30.
Sh'ow, Amoy & Tientsin	Daijin Maru	Oesaka Shosen Kaisha	Apr. 1, at Noon.
Sh'ow, Amoy & Amoy	Sosho Maru	Jander, Wisler & Co.	About Mar. 31
Shal, Kobe & Yama	China	Hamburg Am'ka Linie	Mar. 28.
Shal, Kobe & Yama	Nishio	Douglas, Laprak & Co.	About Mar. 28.
Sh'ow, Amoy & P'chow	Hainan	Douglas, Laprak & Co.	Apr. 1, at 6 a.m.
Swatow	Halong	Douglas, Laprak & Co.	Mar. 30, at 10 a.m.
Sh'ow, Amoy & F'chow	Chipping	Jardine, M'Nee & Co., Ltd.	Mar. 30, Daylight
Tientsin	Austria	Sander, Wisler & Co.	Apr. 7
Tientsin, v. South Ports	Flintshire	Jardine, M'Nee & Co., Ltd.	Apr. 5
Tientsin, v. S'ia & Tacoma	Fargus Maru	Oesaka Shosen Kaisha	Apr. 2, at 3 p.m.
Yokohama, B.C. Seattle	Sado Maru	Nippon Yusen Kaisha	Apr. 3, at noon.
Yamaguchi, B.C. Seattle	Empress of India	Canadian P'ac R. Co.	Apr. 5, at 6 p.m.
Yamaguchi, B.C. Seattle	Empress of Japan	Canadian P'ac R. Co.	Apr. 24, at 6 p.m.

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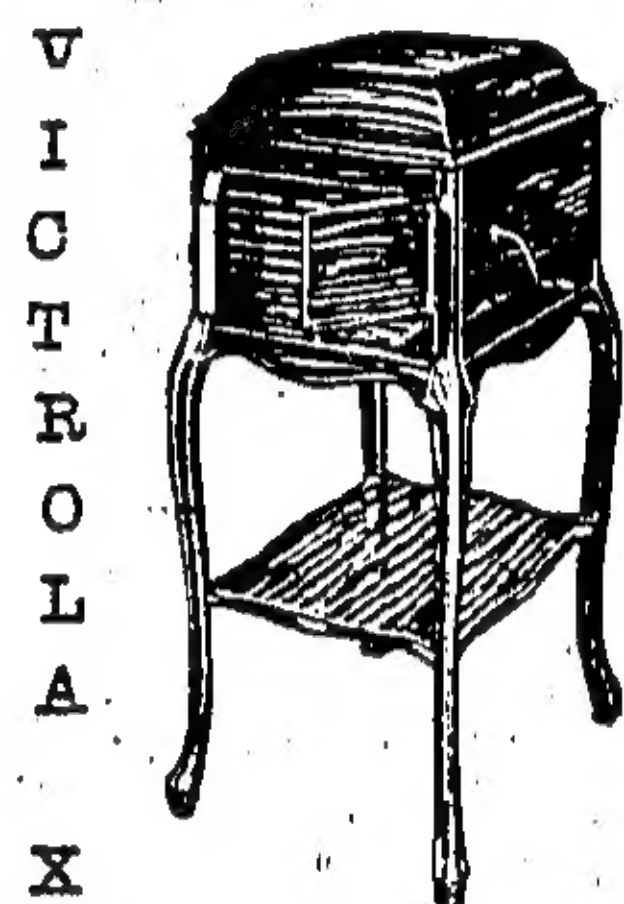
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Hongkong, April 18, 1917

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9.15 P.M. - PROGRAMME 9.15 P.M.

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A Strange Possession
The Glory of Wiffles (Comedy)
Losing His Head
Paths Gazette (News in Pictures)
Gaiety Graphic

Miss COLE STEPHAN
(Because you were an Old Swoonhead)
(Nirvana)

Miss VIOLET BONETT
(Easy Street) (b) Cheer up, Mary

COMPLETE CHANGE OF PICTURES Every Wednesday & Saturday

7.15 P.M. PICTURES ONLY 7.15 P.M.

Colonies and other countries; and these were not necessarily new vessels, says "Engineering." From foreign countries there were bought in the ten years only 400,528 tons of steamers, and with these and the ships from other sources, added to new vessels, the gross addition to the steam tonnage becomes 11,252,559 tons. The significant fact is that the new tonnage made up 95 per cent. of the aggregate additions to the steam tonnage. We have already indicated that the net addition to the steam tonnage was in the ten years 4,833,751 tons, and the difference between this and the 11½ millions added is due to wastage and sales. It would appear that the losses by misadventure and the breaking-up of old ships was equal to only one-fifth of the new ships added, so that were it not for the purchases made by foreigners and colonists, and the expansion of sea-borne trade, our shipbuilders would be but indifferently busy. In the ten years 2,212,883 tons were lost or broken up, or otherwise removed permanently from the ocean; the sales to foreigners made up 3,601,288 tons, while other deductions brought up the total "removals" to 6,398,808 tons. Balancing the account between British and foreign owners, we find that our sales to them exceeded our purchases from them in ten years by 3,200,760 tons. Some part of this tonnage was for breaking-up purposes, but the greater part was for service. To this extent, and to the extent of the new tonnage built in our yards for them, they are able to compete with us; but it may be assumed that the vessels bought are not in the same condition to achieve economical results as are our newer steamers. In the same way the buying and selling with the Colonies gave them on balance a net increase in ten years of 441,952 tons of steamers.

The corresponding results in respect of rail tonnage are of less interest. The gross addition in ten years was equal to 271,411 tons, including 163,481 tons of new ships, and 30,452 tons bought from foreign countries. Against these there were removed a total of 1,386,910 tons including 530,179 tons of ships lost or broken up, and 800,733 tons sold to foreign countries. It will be noted that the net result is the decrease of 1,115,490 tons, already referred to, and that foreign countries, on a balance, secured 770,301 tons of our old ships, partly breaking up.

NEWS OF THE DAY.

Charles Goble and Godfrey Stimson arrived yesterday from England by the s.s. "Assaye" to join the Hongkong police force.

A youth named Domingo Martinez Almagua, who was found at West Point without visible means of subsistence, was to-day sent by Mr. Barcland to the House of Detention.

Colonel G. D. Chamier, C.M.G., who was C.R.A. South China Command from 1908 to 1911, has been appointed Colonel in charge, Royal Garrison Artillery, Records at Dover.

Some idea of the present congestion in the Summary Court can be gathered from the statement of a solicitor, who, in asking for a hearing day for a case to be fixed, mentioned that the writ was issued three months ago. There were over fifty cases on the list this morning.

Said a solicitor in the Summary Court this morning when a case was called on for a date to be fixed: "I am for the plaintiff, my Lord; and my friend is for the defendant. He has looked up my principal witness, so I ask for an adjournment. When the titter of merriment had subsided, his Lordship granted the application. Another laugh was caused when a solicitor who was informed that a case could be heard this afternoon, said he was afraid he could not get his client to court then—he was in prison."

A LIFE-SAYER.
It is safe to say that Chamberlain's Colic, Cholera and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is the only remedy for the distressing world for its speedy cure of cholera, dysentery, and all other ailments of the bowels. For sale by all chemists and druggists.

NEWS OF THE DAY.

The French fleet of the 23rd February was delivered in London on the 26th March.

A junk has been wrecked on the rocks near Shek Wan, near Sal Kung. The vessel, being a total wreck, but there were no fatalities.

An Indian constable was cleaning his revolver at Shek O Police Station, when the weapon went off, and the bullet penetrated the arm of his wife. She was taken to hospital.

An armed robbery has been committed by four men at Shanghai Street, Yau-mat. They went into a house armed with revolvers and after threatening the inmates they stole clothing and jewellery to the value of about \$40.

A Chinaman was going up the gangway to the s.s. Wing Hon yesterday when he accidentally fell between the ship and the wharf, striking his head on a projecting beam. After falling into the water he did not rise again, and was apparently drowned. The body was not recovered.

The Rugby football match between the Charter Bank and London County and Westminster, on 1st inst., attracted considerable interest at Nub ry. London County and Westminster added another victory to their record, which has remained unbroken for so long, winning by six points to three.

Mr. Eton John Oldbeck, wine merchant, of the firm of Messrs. Macgregor and Co., left estate valued at £46,738 gross, with net personally £40,162. He left various legacies and subject to his wife's life interest, the ultimate residue of his property equally between King's College Hospital, the Royal Free Hospital, the Free Cancer Hospital, Fulham-road, the Royal London Ophthalmic Hospital, City-road, the Cripples Home and College, Alton, Hants, and the National Industrial School for Crippled Boys, Wright's Lane, Kensington. The amount of this residue will vary from about £20,000 to £30,000, according to the extent to which Mrs. Oldbeck exercises her power of appointment—L. and C. Express.

SOCIAL AND PERSONAL.

Capt. Donaldson, of the Linton, was married yesterday.

The Diary of Li Hong Chang will be published in London by Messrs. Constable.

Mrs. Cecil Clementi was presented at Court on February 21st by her mother, Mrs. Crestwell Myers.

Captain A. P. Dene, 1st Cornwall Light Infantry, has been selected for the Adjutantcy of the 8th Battalion King's Liverpool Regiment.

The death is announced of Inspector-General George Saunders, a nonagenarian, who served in the Crimea, South Africa, China, and Japan.

A Washington correspondent states that Mr. A. S. Elihu, who called on 5th inst. at the White House, is thought to be the next ambassador to Japan.

Messrs. Joseph James Bryan, Hongkong, William B. Hawkes, Ipoh, Federated Malay States, and James A. Molloy also of Ipoh, have been elected Fellows of the Royal Colonial Institute.

Messrs. Hedges and Butler, the old-established "wide" merchants of Regent Street, London, have had the honour of being appointed purveyors to His Imperial Majesty the Emperor of Japan.

Mr. Yaguchi, formerly connected with the Kowloon-Canton Railway and latterly with Macdonald and Co. in connection with the Swatow waterworks, returned to the colony via Siberia on Wednesday by the Choyang.

MOLESTATION OF PEDESTRIANS.

At the Magistracy, to-day before Mr. Melbourne, a fifteen-year-old boy was charged by Indian Constable 889, with behaving in a disorderly manner and molesting passengers at the junction of Des Voeux Road and Central and Pedder Streets yesterday evening.

The defendant stated that he was selling newspapers, and offered them to passengers on the tram.

Inspector McDonald said this was a nuisance at this particular place. He did not wish to press the charge, and it would be sufficient if the defendant was bound over. There were usually a dozen or more boys there, and when the police tried to drive them away they were stoned.

Defendant was discharged with a caution.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals began to acknowledge with thanks the following donations to the fund of the Hospitals at Hongkong and Whampoa Dock Co. \$100.

SPORTING.

Cricket.

TRAVEL FOR TO-MORROW.
The following will represent the Hongkong Cricket Club "B" team against the Hongkong Cricket Club "A" team tomorrow, play to commence at 2.15 p.m.:—R. Hancock (Capt.), A. A. Claxton, S. H. Dowling, E. A. S. Fowler, H. Hancock, W. N. Lyle, M. M. Mass, L. Paake, D. C. L. G. W. Rogers, R. P. Thurlfield, A. N. Other.

Kowloon R. E.

The following have been selected to play for Kowloon C.C. against R.E. Kowloon to-morrow at 2 p.m.:—J. H. Mead, W. E. Dixon, F. J. de Rome, E. G. L. Smith, P. W. A. Wilkie, G. Wolf, L. F. Townsend, Capt. Wood, W. T. Elson, C. Brown and W. L. Weaver.

HONGKONG B. C. CRAIGENGOWER.

The following will play for Craigengower:—H. H. Taylor, L. A. Rose, W. H. Vyeash, G. A. Hancock, J. V. Bragg, E. L. Bragg, R. A. Carruth, R. Pestonji, W. H. Warroner, J. D. Norris and R. Bass.

Hongkong Cricket League.

The following is the table up to date.

Club.	P.	W.	D.	L.	Pts.
Hongkong "B"	12	11	1	1	38
Craigengower	14	9	1	4	28
Civil Service	11	6	2	3	20
Kowloon "A"	10	6	1	4	20
R.G.A.	8	3	1	4	10
Staff and Depts.	11	2	3	6	9
R.E.	6	1	5	1	1
H.K. Police	10	1	9	1	1

3 points a win; 1 point a draw.

Association Football.

The final of the Hongkong Challenge Shield has been postponed from Saturday next to Saturday, 5th proximo. The competing teams are the Royal Engineers and the Left Half, D.C.L.I.

The Regatta.

Everything took very promising for the Regatta to-morrow. Canton is sending down crews to compete for the Challenge Cup, and the inter-club pairs and open fours, and their presence should give the racing an additional spice. H.E. Sir Henry May has consented to distribute the prizes, and may have the pleasure of handing one to himself, as he is taking part in the sailing. The first event is timed for 2 o'clock, and it is to be hoped that there will be a large crowd and fine weather.

Athletic Sports.

The Royal Artillery Regimental Sports commenced yesterday afternoon, on the U.S.R.C. Ground, Kowloon, when some of the preliminary heats were decided.

Results:—
100 yards scratch.
Heat 1—1st Bombr. Sly, 88th Coy. 2nd Bombr. Culmer, 83rd Coy.
Heat 2—1st Sgt. Wilson, Dist. F. & E. 2nd Bombr. Garbutt, 87th Coy.
Heat 3—1st Bombr. Poole, 83rd Coy. 2nd Gunr. Desmond, 87th Coy.
Tug-of-war. One pull all over.
Catchweights. 83rd Coy. beat 88th Coy. easily.
110 Stone. 87th Coy. beat 83rd Coy. after a tenuous struggle lasting just over 15 minutes.

Billiards.

In the second round of the Soldiers' Club Billiard Tournament in the Soldier's Club last night, the 87th Coy. and Royal Engineers (2) completed their match, the winners winning by 84 points.

In the first game last night Gunner Rowe proved a superior cueist to Sapper Samways whom he defeated somewhat easily. In the second game the players were more evenly matched, the contestants being Gunner Bancroft 87th Coy. and Sapper Morgan, R.E. (B). Bancroft was much below his usual form and Morgan won in the end by 7 points. Scores:—
87th Coy R.G.A. Royal Engineers (B).
Gunner Rowe...200 Sapper Samways 143
Gunner Bancroft 193 Sapper Morgan...200
Result:—87th Coy R.G.A. 1515
R.E. (B) 1431

BANDMANN OPERA COMPANY.

"GIPSY LOVE."

To-night there will be produced for the first time in Hongkong Mr. George Edwards' latest Gipsy Theatre success, "Gipsy Love." The story of this musical play is akin to that of the gipsy Princess (Chimney), whom it will be recalled, ran away with a fiddler, only to be deserted by him at a later period. The treatment of this theme is very dramatically worked up and in the second act where Josef explains the true meaning of Gipsy Love, we get a very fine example of brilliant acting and a concerted singing.

The scenery of this play is an exact replica of the London production and has been specially brought out from home. The same remark applies to the costumes which are all of the latest fashion. It is a series of most brilliant stage pictures from the time the curtain rises to the fall of same.—Continued.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

JAPAN'S BUDGET.

COMMENT BY "THE TIMES."

LONDON, March 28.
A special article appears in "The Times" on the occasion of the passing of the Japanese Budget. It discusses the financial situation, which it considers on the whole satisfactory, in spite of the heavy burdens imposed upon the country. It commends the wise determination to reduce the debt, and the well conceived retrenchment already carried out, it says, does not appear to be a substantial reason for the recent pessimistic rumours, nor for the depreciation of Japanese securities. The latter was a matter which concerned the people of England not only on account of the large investments, but because it was important that our Japanese ally should be strong financially, as well as being strong from a military and naval point of view. The article ascribes the decline of enthusiasm and favour formerly accorded to Japan to the short-sightedness of certain Japanese Executive Departments, and instances the failure to make effective the award given at The Hague over a decade ago relative to British properties acquired under old Treaties, and also the withdrawal of the right of British vessels to share in the coasting trade. Comment is also made on the onerous regulations imposed upon insurance companies.

BRITISH IMPERIAL POLICY.

CANADA AND JAPAN.

LONDON, March 28.
A telegram from Ottawa states that Mr. Borden introduces this week a Bill into the House of Commons providing for Canada's accession to the Anglo-Japanese Treaty of Commerce and Navigation of 1911. The Treaty will be accepted in its entirety with the exception of Article 8 regarding reciprocal tariff on certain commodities. Canada will also stipulate that nothing in the Treaty will affect the Dominion's Immigration laws.

VISCOUNT WOLSELEY'S FUNERAL.

6,000 TROOPS TO BE PRESENT.

LONDON, March 28.
The funeral of Field Marshal Sir Garnet Wolseley will be the most impressive since that of Wellington. Six thousand troops will participate and the King has commanded every possible honour to be paid. The Field Marshals of England will be the pall-bearers and the tomb will be in the passage between those of Nelson and Wellington.

PRESENTATION TO MR. STEWART.

TWENTY YEARS AT KOWLOON DOCK.

The retirement of Mr. W. Stewart from the staff of the Kowloon Dock was responsible for a pleasant little function last evening, when a large number of employees gathered at the recreation room to associate themselves with a presentation made by Mr. D. A. Purves. In behalf of those assembled, in a happy speech Mr. Purves asked Mr. Stewart's acceptance of a gold watch and a set of gold studs as a slight acknowledgment of the services he had rendered since 1892. Mr. Stewart, who left the company's service last month, responded very suitably.

ANGLO-CHINESE BAZAAR.

On Wednesday next, April 2nd, at 3 p.m., the Wesleyan Methodists of Hongkong—Chinese and English—have arranged a Grand Bazaar, which His Excellency Sir H. May, K.C.M.G., has kindly consented to open. Following the lead of the promoters of the Hongkong University, both Chinese and English have united at the same function. In addition to the usual stalls of useful and fancy articles, several other attractions have been arranged. The band of H.M.S. "Minotaur" will be in attendance throughout the afternoon, and, therefore, good music has been guaranteed. In the evening sundry other attractions have been organized. There will be three short concerts, at two of which some of the most popular artists of Hongkong will sing; the third is in the hands of the Chinese, and Chinese singers will monopolize the allotted time. A singing gallery and some other other attractions will be in evidence. The grounds are full of enthusiasm and are anticipating weather permitting a substantial success. The bazaar has been organized in order to raise funds for the installing of electric lights in the North China College at Whampoa, and also for the Chinese Education Society, which has been organized in order to raise funds for the installing of electric lights in the North China College at Whampoa, and also for the Chinese Education Society, which has been organized in order to raise funds for the installing of electric lights in the North China College at Whampoa.

SECOND EDITION.

(Reuter's Service to the China Mail.)

TURCO-BALKAN WAR.

BULGARIANS REJOICING.

LONDON, March 27.
The streets of Sofia were crowded yesterday evening, and there were numerous rejoicings, outside the British, Russian and French Legations. Demonstrations were made. The Bulgarian Government decided to distribute to the poor of Adrianople 100,000 francs worth of flour, and 30,000 francs worth of salt, sugar and other food-stuffs. General Ivanoff telegraphs that the Commander-in-Chief has received the surrender of Chukri Pasha and has appointed a commandant of the city whose duty it will be to maintain order. General Ivanoff enters Adrianople to-morrow, when it has been decided to celebrate throughout the country a solemn Requiem Mass for the souls of those who fall in the siege of the city, and a Te Deum in thanksgiving for the victory of the Bulgarian arms.

THE FALL OF ADRIANOPLE.

LATEST DETAILS.

Reuter's correspondent at Sofia telegraphs that herds of cattle were sent in front to avert the dangers of mined trenches, and mail-clad soldiers provided with bucklers cut the wire entanglements surrounding the forts, whose bastioned walls were cut out of rocks forty feet high. These were stormed at the point of the bayonet. In the final attack the Bulgarian troops were mown down, entire companies being destroyed before the Turkish positions were reached. When this was accomplished the Bulgarians turned the captured cannon on the Turks. Terrible carnage ensued which was increased by the explosion of the powder magazines.

It is semi-officially stated in Sofia that the Servians at the north-west fought most bravely, though their task was not to carry the forts. It is stated that one Servian and one Bulgarian regiment were blown up.

Chukri Pasha in a wire to Constantinople in the evening said—I shall leave the enemy a heap of smoking ruins.

King Ferdinand, his sons, attaches, and correspondents are hastening from Sofia to Adrianople.

OFFICIAL SERVIAN ACCOUNT.

Reuter's Belgrade correspondent telegraphs that the official Servian account of the assault upon Adrianople states that Chukri Pasha opened negotiations for the surrender of the fortress to Servia. The Commander of the fortress declined, he not being the Commander-in-Chief. The Servians occupied forts to the north-west. The Danube Division advanced to Karagatch, where the Ottoman troops surrendered to them. News of the surrender of Djavid Pasha was premature. Djavid offered to surrender on condition that he retained his sword, but afterwards changed his mind whilst negotiations were proceeding.

MONTENEGRO AND THE POWERS.

The Austrian Minister at Cettinge communicated to Montenegro the Powers' decision regarding the northern frontier of Albania, as affecting Montenegro. It caused so much surprise that Montenegro urgently wired to the British Government for confirmation. This arrived yesterday and it appears that Montenegro only gets a strip of water across Lake Skutari and on each shore what Montenegro describes as an insignificant few kilometres' mostly under water. The Montenegrin Minister in London says that "for the loss of 10,000 killed and wounded and semi-economic paralysis we are given a tiny valueless strip of land. I do not know the view of any Government, but fear the worst."

Among the many progressive measures taken at Lyons to maintain the autonomy of Lyons in the silk industries of Europe, the latest is the creation of a chair of professors in the scientific department of the University of Lyons. Due to the bright and literary of the Chamber of Commerce of this city, the necessary funds have been raised for the purpose.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH IMPERIAL NAVY.

GREAT SPEECH BY MR. CHURCHILL.

THE ESTIMATES.

LONDON, March 27. In the House of Commons, Mr. Churchill, First Lord of the Admiralty, introduced the Navy Estimates. In doing so, he made a comprehensive statement of the British Navy as it is at present and with reference to its requirements for the future.

After explaining the causes of the increase in naval expenditure, and referring to naval development (which part of the speech was printed in the "China Mail" last night), Mr. Churchill said:—

"THE PERIOD OF ACUTE RIVALRIES."

There is, I fear, no prospect of avoiding large and continuing increase in the Naval Estimates in future years unless the period of acute rivalries and of rapid scientific expansion through which we are passing comes to an end. Of all nations in the world, we are perhaps the best able to bear such a strain if it should continue. We have greater accumulations of capital than are found elsewhere. We are free from the need of maintaining an army on the Continental scale; our fiscal and financial system enables large expansions of taxation to be made without the cost of living to masses of the people being directly affected. But although we are unlikely to be in grave difficulty for supplies of men and money, and although the maintenance of our Naval security must always be regarded as a first charge on the resources of the British Empire, yet the evil and insensate folly of what is now taking place here and all over the world is so patent to the meanest intelligence that concerted effort to arrest it should surely be the first of international objects.

A SUGGESTION.

There is, happily, a way open which will remain open—whereby the people of the world could obtain an almost instantaneous mitigation of the turmoil in which they are involving themselves. Everything is relative. The relative strength of one Navy is its strength compared with another. The value of a ship depends entirely on the contemporary ship it may have to meet. The usefulness of a naval invention ceases when it is enjoyed by other Powers. Yet we see the ship types of every Naval Power superseding those of the previous year with remorseless persistence, scores of millions being absolutely squandered, while every year all Naval Powers are making not only the fleets of their rivals but their own fleet obsolete without adding to their relative strength or actual security. Could any progress be more stupid? The question that should be asked of the great Powers is this: If for the space of one year no new warship were built by any navy would you naval interests or national security be prejudiced in any conceivable way? Why should we all not take a naval holiday for a year so far as new construction or the new construction of capital ships is concerned? That question I asked last year. It implies not abandonment of any scheme of naval organisation or naval increase, imposes no check on developments of true naval efficiency, and the finances of every country would obtain a relief. No navy would sustain the slightest injury. This is an appeal of weakness panting behind which we make, but of strength striding on in front. It is an appeal which we address to all nations, and to no nation with more profound sincerity than to our great neighbour over the North Sea. Let me say at once and without reserve how much we welcome the calm friendly tone and temper of the recent German naval discussion. Britain and Germany have a conviction that the desire of both is to preserve peace.

BRITISH CONSTRUCTION.

Mr. Churchill then turned to British construction and said: I am glad to say that nothing has happened during the year to alter the numerical programmes submitted in 1912, giving for a six-years' period Britain 25 Dreadnoughts against Germany's 14. I said that two ships would be added to this total for every extra vessel laid down by Germany additional and to this there would be any ships we might have to build in consequence of the new naval developments in the Mediterranean. But no such developments could be observed at the present time. Proceeding, he emphasised that the Federated Malay States Dreadnoughts and the three ships now under discussion by Canada would also be additional, that being a specific condition on which they were given and accepted. These he continued, are based on naval policy which will be cool and

BY TELEGRAPH.

pressure and which need not at any stage of its execution be fomented into a cause for quarrel with our German neighbours.

SUBSIDIARY OBJECTIONS.

"We will now examine three subsidiary objections which may with some show of plausibility be urged from different parts of the House. The first is that there is an obvious dilemma about the Colonial ships. Either it is said our standard of 60 per cent. is sufficient for the time being or it is not. If it is not, give us your proof and if we are convinced we will increase it. If it is sufficient then the Colonial ships are redundant and from that very fact an unjustifiable extravagance. That is in my opinion a false dilemma. The people of these islands cannot be expected to go on indefinitely bearing the whole burden of Imperial and Naval defence. We have done and are doing our duty to the Empire. We are equipped with a great pre-occupation with regard to European waters, in consequence of which we are making naval preparations hitherto unequalled in time of peace. The maintenance of a very strong navy at the decisive theatre is in the main safeguard of peace and the security of the whole British Empire. We have also now and in the immediate future the power by making special arrangements to send powerful squadrons to any part of the Empire which may locally be threatened. It is evident, however, that were the pressure in the decisive theatre to grow continually our power to detach local reinforcements would be gradually diminished. It behoves the overseas Dominions to make exertion of their own to add to the common security whether by the provision of local navies or by what is more effective making additions to the Imperial Navy which will preserve and restore or increase the world-wide mobility of its squadrons. It could not be supposed, however, that the naval development of the Dominions could be restricted or account of any European standard. They, too, like us, must be absolutely free. It is for them to choose the method of their naval development. It is also for them to choose whether their naval forces shall be additional to British standards or whether they shall be contributions in aid of the heavy burdens of the British taxpayer. Therefore, we can answer with regard to this false dilemma of the Dominions' ships that they are additional to the requirements of the 60 per cent. standard. They are not additional to the whole world requirements of the British Empire.

THE IMPERIAL SQUADRON.

Turning to the proposed Canadian ships, Mr. Churchill said: While they will be directly controlled by the Admiralty we propose to form them with the Malay and the New Zealand into a new squadron of five ships of high uniform speed to be called the Imperial Squadron and based at Gibraltar, whence they will be able to reach Halifax in five days, Quebec in six days, Jamaica in nine days, the South American coast in 12 days, Cape Town in 13 days, Alexandria in three days, Sydney in 28 days, New Zealand in 82 days, Hongkong in 22 days, and Vancouver in 23 days. Our intention is that the squadron shall as opportunity serves cruise freely about the Empire visiting the Dominions and be ready to operate at any threatened point home or abroad. The Dominions shall be consulted on all movements not dominated by military considerations, and special facilities will be given for Canadians, Australians, South Africans, and New Zealanders to serve as men or officers in the squadron. In this way a true idea will be given of a mobile Imperial squadron of the greatest strength and speed patrolling the Empire, showing the flag, and bringing effective aid where needed. The squadron could be strengthened from time to time and supplied with light cruisers if any of the Dominions saw fit. Side by side with these the Dominions would be encouraged by the Admiralty to develop naval bases, dockyards, cruisers, and local flotillas or other auxiliary craft which would be necessary to enable the Imperial Squadron to operate for a prolonged period in any particular threatened theatre.

THE "COMMON IMPULSE."

There is no more valuable principle than Imperial federation and inter-dominion action. We cannot control these developments. Each Dominion is absolutely free to take its own course. The Admiralty will do its best to work loyally with the responsible ministers of any government which may come into power in any part of the Empire. That is our duty, but it is also our duty, with our knowledge and experience of naval matters, to state clearly what we believe to be the right and sound plan for those important developments to follow, and to combine as far as possible what is best for each with what is best for all. Mr. Churchill then continued that he had

BY TELEGRAPH.

ships for 1913. Every event, he added, brings its consequences with it. Canada has come forward, the wealthy protectorate of the Federated Malay States has come forward, the Dominions of Australia and New Zealand are already acting, and South Africa is on the move. A sustained impetus has been given to the opinions of millions of men and the great communities spread across the face of the earth have been actuated by a common impulse.

THIS YEAR.

The results so far as one can see are that nine capital ships will be constructed on behalf of the Empire in the year 1913. That year is settled. There can be no going back. But take 1914. I have no reason to believe it is the desire of the German Government to postpone or cancel their programme for that year; but, if so, they have only to make it known. No one builds Dreadnoughts for fun, and I can see no reason for not arriving at a complete agreement for 1914 not only on behalf of the British Government but on behalf of the British Empire. The programmes of France, Russia, Austria and Italy must also be considered, but I see no inseparable difficulty in that. The influence of Great Britain and Germany acting together for peace would be priceless and measureless. I am convinced that the present dreary epoch must sooner or later be terminated, and one of the most stupid and unnatural chapters in the whole history of European civilisation will be brought to a close.

THE QUESTION OF SUPERIORITY.

Discussing the objection that as British superiority in pre-Dreadnoughts passes away Great Britain will have exchanged a general superiority of two to one for a Dreadnought ratio of 10 to 10, Mr. Churchill said: Taking into full consideration the obsolescence of pre-Dreadnoughts must be considered. Thus in 1920 the position will be 41 British super-Dreadnoughts and 24 German, or Great Britain 45 with the Malaysian and Canadian vessels. Even then the superiority in pre-Dreadnoughts will not have ceased.

TECHNICAL MATTERS.

Turning to technical matters, Mr. Churchill announced that instead of building in 1912 one battle-cruiser and three battleships it had been decided that all four ships and the Malay should be of a new type, and that if this be repeated with the Canadian vessels there would be a homogeneous squadron of eight vessels without their equal in the world. This was not the time to talk about the five battleships projected for 1913, but the development of naval power must not be stereotyped. He was convinced that the difficulties in regard to oil fuel would be overcome. He referred to the provision regarding aviation, dwelling on the excellence of the hydroplanes, and affirmed that the time had arrived to provide long-range airships of the largest type. It was proposed to enlist the services of some great manufacturing firm for the construction of rigid airships. Meanwhile he trusted that there would be no silly panic. If war broke out to-morrow it would be foolish to suppose that airships could decisively influence the general course of events.

Mr. Churchill announced that the Admiralty had arranged to lend to first-class British liners guns, ammunition and trained gunners to enable them to protect commerce against armed foreign merchant steamers in time of war. He deplored the delay in sanctioning the Marconi contract. We had lost through the delay an irreparable position. He described at length the re-organisation which had greatly added to the strength of the battle squadrons. The armoured cruiser squadrons had also been re-organised, that stationed in the Mediterranean having been greatly strengthened. In the 700 war vessels of all kinds which Britain could mobilise to-morrow, the service and training about of every man would be at the very least twice as great as in any other navy in the world.

WHAT BRITISH NAVAL SUPREMACY MEANS.

Mr. Churchill concluded by desiring explicitly to repudiate the suggestion that Britain could afford to allow another naval power to approach so nearly as to be able to restrict her political action by purely naval pressure. Such a situation would unquestionably lead to war. A small margin of safety would involve a strain on officers and men which would be intolerable. It would mean that Britain instead of being free and independent and doing the best she could for all the world would be forced into a series of engagements and would be committed to action of the gravest character in fulfilment of the bargain necessitated by our naval weakness. He asked: Is there any small nation in Europe or any young people anywhere who would maintain a position of

BY TELEGRAPH.

any reinforcement of the British fleet? Is there any great Power which during these last few months of tension and danger has not been thankful that the influence of Britain in the European Concert is a reality and not a shadow; and that she has been free and strong to work for that general peace which is precious to all and precious most of all to us.

COLONIAL OFFERS.

Mr. P. Morrell, Liberal M.P. for Burnley, followed Mr. Churchill. He urged that any Colonial offer of co-operation should be submitted to the House for consideration and approval before being accepted by the Cabinet.

THE "TWO KEELS" POLICY ADVOCATED.

Mr. Lee, M.P., speaking in the House of Commons on the Navy Estimates, argued that it was necessary to commence at least one additional ship this year. Even if this were done and the ship presented by New Zealand were counted Great Britain would only just have in 1913 a margin of sixteen ships to ten compared with Germany's. Nothing less than two keels, including the Dominion ships, to every one of Germany's was really sufficient.

The debate was adjourned.

THE HOUSE OF COMMONS.

DISORDERLY SCENES.

LONDON, March 27. Attempts by the Opposition to bring about a snap division on the Appropriation Bill led to a heated scene. Ministerialists rose to continue the debate until the Government forces were mustered, but nevertheless the Government majority fell to 39. Afterwards Mr. William Moore, Conservative M.P. for North Armagh, described the conduct of Mr. C. F. G. Masterman as disgraceful. He refused to withdraw the statement and was suspended. This was followed by angry scenes. Sir Clement Markham characterised the Opposition as a "pothouse crowd," and instantly there was an uproar. Sir Clement refused to withdraw and he was ordered to leave the House, which he did.

DEATH OF A FAMOUS SONG WRITER.

LONDON, March 27. Mr. Clifton Bingham, the well-known writer of popular songs, lyrics, etc., is dead.

THE TERRIBLE TORNADO.

FLOODS SUBSIDING.

LONDON, March 27. Reuter's New-York correspondent states that the tide of good prospects of the floods rapidly subsiding. The weather is clear and cold. Everything possible is being done to relieve the sufferers.

FIRES AT DAYTON.

A later telegram from Dayton states that snow is falling and fire is sweeping whole blocks of the business district—the flames reaching to a hundred feet in the air.

GREATEST DISASTER SINCE SAN FRANCISCO EARTHQUAKE

A telegram from New York states that the six middle-west states have been stricken with the greatest disaster since the San Francisco earthquake. The floods are increasing and sweeping especially Ohio and Indiana. So far, the destruction is incalculable.

Telegraphs, telephones, and railways have been interrupted and most of the cities are isolated, but Dayton, Ohio, which is the centre of the Yellow River where it is four miles wide, is the chief sufferer.

The glare of the burning buildings lit up the sky and illuminated the rushing flood upon which were "unaccounted dead" being swept away. The whole business section was on fire. Refugees from the floods were marooned in houses, and were jumping from roof to roof to escape the flames.

It is reported that some of their families, rather than witness their sufferings, are leaving them.

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COMMERCIAL.

COTTON AND YARN.

Messrs. P. Lalwalia and Kothwall, Cotton and Yarn Brokers, in their report dated March 28, state:—Our last Report, per a.s. Datta was dated 16th inst. since when the market has continued quiet, and we have again to repeat that the anticipated demand from the country after the New Year holidays, is still conspicuous by its absence, the little business which is effected, being solely for immediate requirements the local dealers entirely abstaining from all speculative contracts.

A most significant feature of the situation is the absolute cessation of all business in No. 10s, which, from holding the premier position of all other counts in the matter of consumption, is now a dead letter in the local market. This is a mystifying ailment to importers and dealers, and the only explanation that the latter are able to offer is, that in the latter part of last year heavy shipments of No. 10s were made and some portions of these still remain undigested, hence the absence of demand at present.

Total sales amount to 3300 bales consisting of more than half of No. 12s which in turn consists of three or four well-known brands sold at prices considerably lower than their proper level, and a little some strong chips are being sold at much higher rates.

Total Sales 3,300 bales.

Unsold Stocks 21,000 bales. Sold but undelivered in the Godown and to arrive 21,000 bales.

Arrivals. The last S.S. "Amoy" and extra S.S. "Kawachi Maru" from Bombay, and S.S. "Kamanga" from Calcutta have brought in 2,361 bales for Hongkong, and 2,980 bales for Shanghai. Shipments from Hongkong to Shanghai, and coast ports are 1,000 bales.

Local Mill—Sales 4,400 bales of No. 12s at \$10.75 per piece.

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Steamer from Hongkong.	On or about	Connecting at Calcutta with	On or about
KUMSANG	April 3.	UMHLOTI	April 30.
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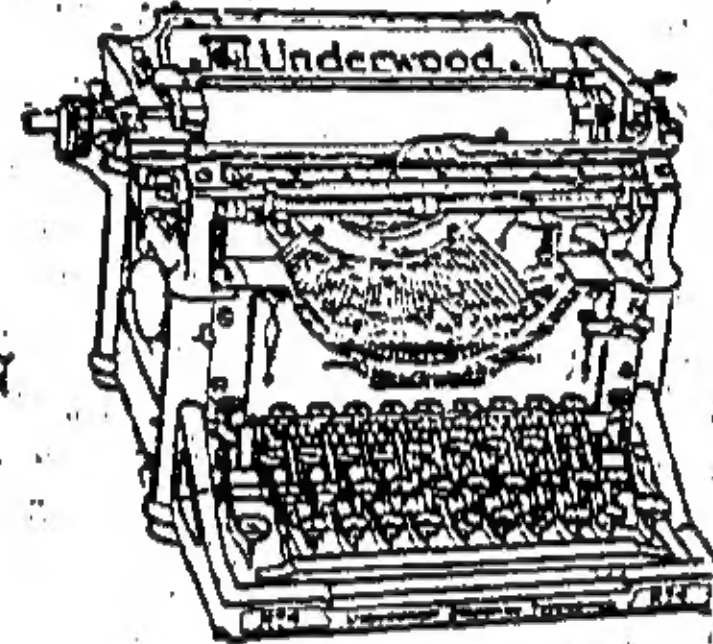
S.S. RIOJUN MARU, For Singapore, Batavia, Samarang and Sourabaya. 27th March.

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INDIA	Mar. 29	MONGOLIA	Apr. 26	May 2
ASSAYE	Apr. 12	MACEDONIA	May 10	May 16
DEYANEA	Apr. 26	MALWA	May 24	May 30
CHINA	May 10		June 7	June 13
			Sunday	Saturday
DELTA	May 24	MOULTAN	June 22	June 28
ASSAYE	June 7	MOREA	July 6	July 12
ROADIA	June 21	MARMORA	July 20	July 26
DEYANEA	July 5	MEDINA	Aug. 3	Aug. 9
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WILE	May 14	June 17	June 27
PAWLAN	May 28	July 2	July 11
BORNEO	June 11	July 16	July 25
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PRINZ SIGISMUND.

BORNEO.

Capt. F. Sembl.

1st April, at 9 a.m.

2nd April, at 9 a.m.

3rd April, at 9 a.m.

4th April, at 9 a.m.

5th April, at 9 a.m.

6th April, at 9 a.m.

7th April, at 9 a.m.

8th April, at 9 a.m.

9th April, at 9 a.m.

10th April, at 9 a.m.

11th April, at 9 a.m.

12th April, at 9 a.m.

13th April, at 9 a.m.

14th April, at 9 a.m.

15th April, at 9 a.m.

16th April, at 9 a.m.

17th April, at 9 a.m.

18th April, at 9 a.m.

19th April, at 9 a.m.

20th April, at 9 a.m.

21st April, at 9 a.m.

22nd April, at 9 a.m.

23rd April, at 9 a.m.

24th April, at 9 a.m.

25th April, at 9 a.m.

26th April, at 9 a.m.

27th April, at 9 a.m.

28th April, at 9 a.m.

29th April, at 9 a.m.

30th April, at 9 a.m.

1st May, at 9 a.m.

2nd May, at 9 a.m.

3rd May, at 9 a.m.

4th May, at 9 a.m.

5th May, at 9 a.m.

6th May, at 9 a.m.

7th May, at 9 a.m.

8th May, at 9 a.m.

9th May, at 9 a.m.

10th May, at 9 a.m.

11th May, at 9 a.m.

12th May, at 9 a.m.

13th May, at 9 a.m.

14th May, at 9 a.m.

15th May, at 9 a.m.

16th May, at 9 a.m.

17th May, at 9 a.m.

18th May, at 9 a.m.

19th May, at 9 a.m.

20th May, at 9 a.m.

21st May, at 9 a.m.

22nd May, at 9 a.m.

23rd May, at 9 a.m.

24th May, at 9 a.m.

25th May, at 9 a.m.

26th May, at 9 a.m.

27th May, at 9 a.m.

28th May, at 9 a.m.

29th May, at 9 a.m.

30th May, at 9 a.m.

31st May, at 9 a.m.

1st June, at 9 a.m.

2nd June, at 9 a.m.

3rd June, at 9 a.m.

4th June, at 9 a.m.

5th June, at 9 a.m.

6th June, at 9 a.m.

7th June, at 9 a.m.

8th June, at 9 a.m.

9th June, at 9 a.m.

10th June, at 9 a.m.

11th June, at 9 a.m.

12th June, at 9 a.m.

13th June, at 9 a.m.

14th June, at 9 a.m.

15th June, at 9 a.m.

16th June, at 9 a.m.

17th June, at 9 a.m.

18th June, at 9 a.m.

19th June, at 9 a.m.

20th June, at 9 a.m.

21st June, at 9 a.m.

22nd June, at 9 a.m.

23rd June, at 9 a.m.

24th June, at 9 a.m.

25th June, at 9 a.m.

26th June, at 9 a.m.

27th June, at 9 a.m.

28th June, at 9 a.m.

29th June, at 9 a.m.

30th June, at 9 a.m.

1st July, at 9 a.m.

2nd July, at 9 a.m.

3rd July, at 9 a.m.

4th July, at 9 a.m.

5th July, at 9 a.m.

6th July, at 9 a.m.

7th July, at 9 a.m.

8th July, at 9 a.m.

9th July, at 9 a.m.

10th July, at 9 a.m.

11th July, at 9 a.m.

12th July, at 9 a.m.

13th July, at 9 a.m.

14th July, at 9 a.m.

15th July, at 9 a.m.

16th July, at 9 a.m.

17th July, at 9 a.m.

18th July, at 9 a.m.

19th July, at 9 a.m.

20th July, at 9 a.m.

21st July, at 9 a.m.

22nd July, at 9 a.m.

23rd July, at 9 a.m.

24th July, at 9 a.m.

25th July, at 9 a.m.

